

## CHAPTER 305

### REDEPLOYMENT ACTIVITIES

#### A. GENERAL

1. Redeployment is the transfer of forces and materiel to support another joint force CDR's operational requirements, or to return personnel, equipment, and materiel to the home and/or demobilization stations for reintegration and/or out-processing. Redeployment operations encompass four phases: recovery, reconstitution, and predeployment activities; movement to and activities at POE; movement to POD; and Joint Reception, Staging, Onward Movement, and Integration (JRSO&I). These phases describe the major activities inherent in moving deployed forces and materiel from their current deployed location through integration into another theater or to the home and/or demobilization station. Redeployment operations are dependent on the supported CDR's defined end state, concept for redeployment, or the requirement to support another JFC concept of operation.
2. Redeployment of joint force assets may be required at any point during mission execution. Redeployments are planned and executed based on mission requirements and are normally conducted to reposture forces and materiel in the same theater, to transfer forces and materiel to support another JFC operational requirement or to return personnel, equipment, and materiel to the home and/or demobilization station upon completion of the mission. All systems and procedures used during deployment operations will be applied to redeployment operations following the specific redeployment guidance provided in JP 3-35. One key difference is that redeployment operations focus on reestablishing joint force readiness in addition to redeployment mission requirements.
  - a. Planning. Redeployment planning to return a joint force to home and/or demobilization station upon completion of its mission must be an integral and early part of joint force employment planning and will be coordinated with mission termination or transition plans. Moreover, redeployments must be planned and executed in a manner that provides for the timely and efficient return of individuals, units, and materiel to facilitate their use in new contingencies. Recovery and reconstitution will begin immediately after operational employment to restore force readiness to the highest state possible prior to redeployment. This ensures that the joint force is fully prepared for the next crisis situation following redeployment.
  - b. Identifying Redeployment Requirements. The Supported CDR adjusts the basic TPFDD letter of instruction as necessary to plan and execute redeployment operations and determines redeployment movement priorities. Forces and materiel will be redeployed based on requirements to support continuing operational missions and transition requirements. Initial movement requirement projections maybe based on actual deployment movements minus equipment that was destroyed, lost, or transferred to in-theater war reserve materiel. The Supported CDR will establish a planning, documentation, validation process and an organizational structure using the JOPES process to control and execute the redeployment.
  - c. Termination or Transition Considerations.
    - (1) Operational employment normally ends with termination or transition of the joint force mission. Operations terminate when stated national strategic end state conditions or

objectives are achieved. Transition occurs when control of the ongoing mission is transferred to another organization or when a change of mission is brought about by a change in objectives. Regardless of the circumstance, deployed forces begin recovery and reconstitution to prepare personnel and materiel for redeployment after completion of operational requirements. Transition from operational employment to redeployment requires detailed planning and coordination. Deployed forces will strive to complete recovery and reconstitution on-site prior to redeployment, since the redeployment mission may involve support of another JFC operational requirement or other contingencies. Cessation of hostilities or operations rarely occurs instantaneously. Either as part of the cease-fire or as a result of political negotiations, decisions made concerning the termination of operations, separation of belligerents, withdrawal timetable, and/or residual forces and reserve stocks to remain in the host country will shape the pace and nature of the redeployment.

- (2) Transition considerations are based on the current political and military situation when the JFC orders redeployment. Preparation for redeployment is influenced by transition decisions concerning:
  - (a) Requirements for a residual force or response capability.
  - (b) Follow-on occupation, nation-building, or humanitarian missions.
  - (c) Protection of the force.
  - (d) Alliance and coalition force considerations.
  - (e) Availability of intertheater and intratheater mobility assets.
  - (f) Applicable HN environmental standards.
- (3) After completion of operational requirements, forces move to designated SAs or APOEs and/or SPOEs to begin recovery and reconstitution and to prepare for redeployment. The priority for redeployment preparation is returning the force to optimal readiness while preparing for redeployment. Redeployment preparation includes reorganizing and configuring personnel, equipment, and material for movement, including reestablishing unit integrity and accountability of individuals and equipment prior to redeployment. Operational changes to unit organizations after arrival in the AOR and/or joint AO will be undone prior to redeployment to facilitate return to peacetime activities. Redeploying units, or their parent commands, are responsible for actions at, and support of, redeployment SAs.
- (4) SA or APOE and/or SPOE actions include:
  - (a) Identifying and separating excess supply stockage and left behind equipment.
  - (b) Turning-in excess supply stockage and prepositioned force, equipment, or supplies.
  - (c) Reconstituting and cross-leveling supplies and equipment for movement.
  - (d) Repacking and loading containers for movement.

- d. Preparation for Redeployment. Preparation for redeployment is the first step in returning deployed forces to full operational readiness. Preparation for redeployment includes performing all personnel, supply, and inspection activities necessary to redeploy personnel equipment and materiel and restore joint force capability to conduct future operations. Specific personnel, logistics, and inspection activities are described below.
- (1) Required redeployment personnel actions are accomplished. Personnel actions may include: medical screening, processing decorations and awards, processing fitness or evaluation reports, and updating or completing personnel and finance records. At the organizational level, units may have to reorganize to increase combat effectiveness until adequate resources are provided to return the unit to full operational capability. Reorganization may include cross-leveling of equipment and personnel, matching operational weapons systems with crews, and/or forming composite units or organizations from attrited units or organizations.
  - (2) Supplies and materiel critical to recovery and reconstitution are redistributed. Non-unit redeployed equipment and supplies are redistributed according to plans developed by the JS and the Services with input from the CDR. Priority of effort is generally for forces committed to JCS-approved OPLANs. During the redistribution process, procedures must be established for the proper management of hazardous and other waste products.
  - (3) Sustainment requisitions are terminated for redeploying units. Forces waiting redeployment will consume theater stocks, and material management centers will review stockage levels and cease requisitioning from the CONUS base.
  - (4) Retrograde cargo is properly documented to maintain property accountability and ITV during the redeployment process. Proper documentation is important for identifying, labeling, and handling all cargo particularly hazardous cargo. Maintaining unit integrity during redeployment is as critical to readiness as it is during deployment. When possible, containerized unit shipments will be shipped with noncontainerized unit equipment. In all cases, ITV of cargo must be maintained to facilitate diversion en route if necessary.
  - (5) The supported CDR will, IAW this Regulation, Part V, Department of Defense Customs and Border Clearance Policies and Procedures, ensure that redeploying personnel, equipment, and materiel are in compliance with customs and agricultural requirements for their redeployment destination.
  - (6) Redeployment TPFDDs are developed to execute the redeployment process IAW JOPES and Joint Publications. Redeploying forces are tailored and prioritized for redeployment based on the supported CDR's intent. Subordinate organizations and component commands must verify unit movement data to the supported CDR for redeployment TPFDD validation. USTRANSCOM develops an OPLAN that describes the redeployment strategic movement schedule after receiving the validated TPFDD from the supported CDR. USTRANSCOM conducts a transportation feasibility review and coordinates any unresolved transportation conflicts with the supported CDR. The end result of this process is a supported CDR TPFDD that redeploying forces use to prepare for movement.
  - (7) Once redeployment begins, force tracking is conducted until the joint force has completed movement through the redeployment pipeline and has emerged at the

prescribed destination as a fully mission-capable force. Maintaining unit integrity during redeployment is an important consideration because forces may be diverted en route for another mission. The GTN and Global Combat Support System (GCSS) provide the information systems and decision support tools necessary to track the force during the redeployment process.

e. Redeployment Responsibilities.

- (1) Transportation personnel monitor transportation functions. Their primary duties are as follows:
  - (a) Advise the CDRs and staff on all transportation matters and provide technical guidance to the CDR.
  - (b) Act as the transportation staff link between the Force/CDR and the Theater JMC. The JMC is established to coordinate the employment of all means of common user and commercial transportation to support the concept of operations. The JMC recommends allocation of all transportation resources available to the theater according to the CDR's established priorities.
- (2) The USTRANSCOM DDOC provides information to assist the operations of the theater transportation system.
- (3) Detailed planning of redeployment operations in theater is the responsibility of the supported CDR and the designated Service component. The supported (theater) CDR and/or designated Service component is responsible for:
  - (a) Coordinating movements with supporting commands for intratheater and intertheater moves.
  - (b) Providing and coordinating movement management services.
  - (c) Coordinating movements with allies and the HN.
  - (d) Developing the AO movement control policy.
  - (e) Preparing the redeployment order.
  - (f) Coordinating MHE requirements between deploying units and sources (both commercial and military).
  - (g) Assisting UMOs with preparing unit movements documents.
  - (h) Coordinating highway and air passenger movements.
  - (i) Maintaining container accountability.
- (4) The redeploying unit is responsible for:
  - (a) Providing movement requirements to the supporting movement control activities.

- (b) Submitting redeployment electronic documentation for ITV and supporting transportation management, planning, and C2.
  - (c) Providing initial Unit Deployment List (UDL) information to the Unit Movement Control function.
  - (d) Providing sites for database update.
- (5) Actual movement responsibility falls to several organizations, one of the principal organizations is the Theater Movement Control Agency (TMCA). Its contact with field units is through the supporting Movement Control Team (MCT), at airfields through the ATMCT, at railheads through the Rail Movement Control Team and for highways through the Highway Movement Control Team. At both ports and airfields, there are transportation command personnel with support equipment activities to help in the redeployment process.
- f. MCTs. The MCTs' duties and functions will depend on the immediate situation. These duties may include the following:
  - (1) Receiving and coordinating transportation requirements.
  - (2) Selecting the mode (air, rail, inland waterway, or highway) for unprogrammed moves.
  - (3) Maintaining communication with the transport services, shippers, receivers, and HN transportation resources.
  - (4) Keeping a status of and advising the CDR or theater DDOCs on the following:
    - (a) Activities' capabilities to ship and receive.
    - (b) Location of units and support activities.
    - (c) Availability of modes of transport.
    - (d) Asset use capacity (the percentage of route capacity and transport capacity being used) and trends.
    - (e) General transportation movements situation in their areas.
  - (5) Receiving, processing, and forwarding requests and replies to requests for movement over controlled routes.
  - (6) Reporting requirements.
  - (7) Scheduling traffic on controlled routes according to the CDR's priorities.
  - (8) Regulating movements by granting or denying clearances to local activities.
- g. Site Movement Coordinator. A site movement coordinator, designated by the command, is the CDR's representative who oversees unit movements and associated cargo from the designated SA to the POE. The site movement coordinator establishes a deployment AIS host facility. The site movement coordinator also assists the UMO and TMCA in

determining and reporting movement requirements needed to clear the site. In some cases, the site movement coordinator is also an intermediate command level UMO.

- h. Intermediate Command-Level Movement Officer. The intermediate command level movement officer coordinates movement planning guidance for subordinate units and unit movement requirements and provides recommendations to enhance overall movement planning and execution.
- i. UMO. The UMO will perform the following:
  - (1) Prepare and maintain unit movement plans.
  - (2) Update and maintain electronic unit movement documentation.
  - (3) Coordinate operational and logistical movement requirements.
  - (4) Coordinate with the TMCA representative for external unit movement support of personnel and equipment.
  - (5) Prepare and submit redeployment UDL.
  - (6) Obtain and distribute MSLs.
  - (7) Ensure HAZMAT training has been accomplished prior to deployment.
- j. Unit Load Teams
  - (1) Unit load teams are responsible for preparing cargo, equipment, and vehicles for shipment. This includes the following:
    - (a) Securing classified or protected sensitive equipment.
    - (b) Weighing and marking equipment for shipment by air or rail.
    - (c) Stenciling cargo.
    - (d) Properly placing MSLs and other automatic identification technology enablers.
    - (e) Affixing documents.
    - (f) Protecting fragile components.
    - (g) Clean equipment and prepare for customs inspections.
    - (h) Document and prepare hazardous cargo for shipment.
  - (2) Unit load teams also drive the unit's vehicles and deliver palletized ammunition and other hazardous cargo.
- k. Liaison Teams. The liaison teams represent the command at POEs. These teams assist in resolving movement challenges and aid in outloading unique equipment. They are

knowledgeable on the personnel and cargo transiting the site. The liaison teams perform the following:

- (1) Correct deficiencies.
  - (2) Coordinate logistics and administrative support challenges of redeploying units.
  - (3) Assist port or airfield support personnel in directing unit movements.
  - (4) Provide electronic documentation for onward movement for ITV.
- l. Supercargoes. Supercargoes are personnel designated by a deploying unit, on orders, to accompany, secure, and maintain unit cargo onboard a vessel. They provide maintenance and liaison during cargo reception at the SPOE, vessel load and sea operations, agricultural and customs clearances, and SPOD port operations. See Appendix D for more information on supercargoes.
- m. Customs and Agriculture Clearance.
- (1) Overall customs and border clearance policy and procedures can be found in this Regulation, Part V.
  - (2) Although it is not the policy of the US Customs and Border Protection (CBP) and US Department of Agriculture (USDA) to preclear cargo and passengers returning to the Customs Territory of the United States (CTUS) under normal day-to-day circumstances, a preclearance program is available for redeployments from major exercises or contingencies. If the supported command determines that preclearance of redeploying cargo and passengers will enhance mission effectiveness, the procedures outlined in this Regulation, Part V, Chapter 505, Agriculture Cleaning and Inspection Requirements, and Chapter 506, DOD Pre-Clearance Program Customs and Agriculture Inspections, must be followed.
  - (3) If the preclearance program is not used, customs clearance must be performed at an established CTUS port of entry. This port of entry may be a Regular or Limited Port of Entry, an international commercial airport or seaport of entry, or any other airport or seaport where a Federal Inspection Service capability exists or can be arranged on an exception basis.
  - (4) On any deployment or redeployment, all cargo, containers, baggage, vehicles, and other equipment must be clean (free of soil and pest infestation), regardless of whether preclearance is performed outside the CTUS or not. Detailed instructions for the cleaning of equipment can be found in the Armed Forces Pest Management Board Technical Information Memorandum No. 31, Contingency Retrograde Washdowns: Cleaning and Inspection Procedures. This document is available on the following web site URL: <http://www.afpmb.org/pubs/tims/tim31.htm>.
- n. Redeployment Process. Supported CDRs establish redeployment operations taking the following factors into account:
- (1) CJCS residual force mission statement.

- (2) CJCS requirements to reconstitute a response capability.
- (3) Political negotiations and other theater needs.
- (4) Occupation/nation building/humanitarian missions.
- (5) Establishments of Army Reserve stocks in AO.
- (6) Security of the force.
- (7) Constraints of RC forces and individuals in theater.
- (8) Redeployment requirements and considerations.
- (9) An important aspect of redeployment is the restoration of any environmental violations committed by US Forces. During major federal actions abroad, US Forces will comply with all regulations and standards, including SOFAs, treaties, and international agreements. In addition to any reclamation that may be required, planning considerations must be given for the removal of HAZMAT that was deployed to the host country or created during operations in the host country. Further environmental information can be found in Army Regulation (AR) 200-1, Environmental Protection and Enhancement and AR 200-2, Environmental Effects of Army Actions.
- (10) Ammunition will be palletized and shipped separately from unit equipment. It will be inspected for serviceability and hazards and reboxed before redeployment. All explosive safety standards for peacetime will be met. This is a major project that requires a combined effort by the US Army Materiel Command, Joint Munitions Command, and Service Materiel/Logistics Commands and redeploying forces.
- (11) Some materiel already on requisition when hostilities cease will not be required in the theater, or some categories of supplies will not be needed in the quantity requested. To the extent possible, units will use theater stocks. If no longer needed, cancel requisitions previously submitted for supplies. Supplies in transit may be diverted to other destinations throughout the world or to the CONUS. Materiel and movement managers need to closely monitor this situation. Material management centers must change the Department of Defense Activity Address Code (<https://day2k1.daas.dla.mil/dodaac/dodaac.asp>) “ship to” addresses for redeploying units.
- (12) Salvaged/battle damaged equipment will be handled IAW Service disposal or CDR policies and procedures.
- (13) Accurate automated documentation is required for redeployment. Properly prepared and accurate UDL entries into AIS will enable seaport operators to prepare accurate vessel manifests at the SPOE. Successful shipping operations depend on the accuracy of vessel manifests and delivery of all equipment in order for SDDC to successfully plan the off-load and follow-on transportation requirements at the SPOD.



(14) Redeployment Phases. The strategic redeployment process has four phases. The procedure begins after combat reconstitution when the force closes on the TAA to begin the redeployment sequence.

(a) Phase I – Recovery and reconstitution and pre-deployment activities. Forces that no longer have a battlefield mission move back to designated TAAs. CDR's actions include the following:

- 1 Reconstituting the unit.
- 2 Identifying excess materiel.
- 3 Coordinating customs inspections.
- 4 Cross-leveling personnel and materiel.
- 5 Consolidating supplies for movement.
- 6 Reconciling Unit Movement Data (UMD).
- 7 Requesting movement instructions from responsible movement control agencies.
- 8 Initiating personnel actions.
- 9 Upon receipt of movement instructions; forces, individuals, and materiel are moved to the SAs. At the SA, the CDR completes activities that could not be accomplished at the TAA. These activities include the following:
  - a Moving forces, individuals, and materiel to the SA by order of TMCA/equivalent level of command.
  - b Conducting wash down procedures.
  - c Packing and containerizing equipment and supplies.
  - d Affixing placards.
  - e Finalizing UMD and UDL.
  - f Preparing movement documentation and affixing MSLs.
  - g Conducting any activities not concluded in the TAA to include supply and maintenance actions, palletization, and marking.
- 10 The redeployment sequence is based on theater constraints and supported CDR's priorities. Intermediate steps and actions may be required to supplement TAA and SA movement, to include further defining SA activities by establishing a final POE SA.

(b) Phase II - Movement to and activities at the POE. TMCA or the equivalent level of command provides electronic and hard copy data and manifest movement

instructions to move forces to the POE for final processing for strategic movement. The TMCA/equivalent level of command calls forward units according to the redeployment TPFDD.

- (c) Phase III – Movement to POD. This phase begins with wheels-up for aircraft or passage of the last marker buoy for vessels departing the SPOE. It concludes with arrival at the POD.
- (d) Phase IV – JRSO&I. This phase begins with arrival at the POD and concludes with the departure of equipment/materiel after the final US or HN agriculture and customs clearance from POD authorities. SDDC controls onward movement of forces/materiel from the PODs according to the redeployment TPFDD and AIS/shipping documentation. The port CDR/transportation terminal unit CDR and the designated Major Command receiving the forces develop a reception plan for arriving forces. When possible, CDRs send advance parties to assist in coordinating the orderly processing of redeployment forces. Reporting requirements are critical throughout this phase to ensure units are tracked en route from reception/marshalling areas.

- 1 The onward movement process begins with the reconfiguration of equipment and materiel within the port SA and at designated marshalling sites. It concludes with arrival at final destination. Major Command representatives will conduct a visual inspection of convoying equipment while in the marshalling area. Equipment requiring safety and maintenance deficiency corrections will be diverted to the supporting maintenance activity if not repairable on site.
- 2 The supporting installation CDR is responsible for the health, welfare, and support of arriving forces and for assisting with their onward movement. In this capacity, the CDR sustains the forces and the individuals until they arrive at their destinations. This may require assisting the units in obtaining transportation to the final destinations.



o. Redeployment Activities

- (1) Depending upon the mission, the strategic redeployment process, and the size of the redeploying force, the AO capabilities may require up to three theater nodes: the TAA, SA, and POE. The process begins after combat reconstitution when the force closes upon the TAA. The force requests the transportation agency to provide movement authorization to move from the TAA to the SA. Based on the TPFDD and queuing in the redeployment process flow, the theater DDOC directs the force and coordinates the movement of forces.
- (2) CDRs at POEs ensure deploying unit equipment is ready for upload. Among the activities performed are the following:
  - (a) Assembling equipment for load.
  - (b) Conducting inspection between unit and port operators.
  - (c) Assisting in correcting equipment deficiencies.

- (d) Providing drivers for all types of equipment.
- (3) At airfields, the DACG provides liaison contact with the Air Force. This group coordinates and controls on-loading at the airfield, assembles personnel and equipment for aircraft loads, and loads personnel and equipment. Personnel generally travel by air and equipment travels by sea. The DACG ensures the users have correct documentation to include manifesting of cargo and personnel.
- (4) At seaports, the unit's PSA coordinates and assists the port operator in receiving, processing, and loading the unit's equipment. Unit equipment is normally called forward to the port SA before loading.
- (5) When packing up unit equipment, UMOs ensure customs officials observe the packing process and attach a seal of approval. They consolidate items whenever possible. Using pallets or containers will minimize pilferage or theft and save valuable space on ships. UMOs ensure vehicles are reduced to the proper configuration.
- (6) Vehicles and related equipment must be totally cleaned by the owning command or adjacent units. No vehicles with fluid leaks or drips are allowed on aircraft or vessels. These deficiencies are a safety hazard and can cause damage to the airframe, vessel, or crew. Any vehicle arriving at the loading ramp with visible signs of defects will be returned for repair or sealing. Absolutely no waivers will be granted.
- (7) Unit deployment data used for redeployment execution must be entered into AIS before moving from SAs. Load planning, cargo manifesting, and documentation help ensure a smoother flow throughout redeployment. To assist in a smooth, fast redeployment operation, units should obtain a copy of their UDLs on disk prior to deployment and use that data as a template or start point for redeployment. To enhance the process and to help reduce confusion, UMOs must ensure that all unit equipment or containers have the proper documentation. If equipment arrives at the APOE or SPOE without customs documentation and seals, equipment will be classified as frustrated cargo and held until unit representatives correct the deficiencies. An overview of general requirements in the redeployment process is as follows:
  - (a) Documentation for pallets, crates, Quadruple Containers (QUADCONs), Container Express (CONEXs), Flatracks, Military Vans (MILVAN), and Sealift Vans (SEAVANs) must include packing lists in six copies, required MSLs, and any special handling data certification forms.
  - (b) MILVANs and SEAVANs that are not owned by the unit cannot be stenciled. Figure 305-1, Military Shipping Label, Unit Move shows an example of an acceptable MSL. Only the exact format shown in Figure 305-1 can be printed. The DD Form 1387, Military Shipment Label, Figure 305-2, will be used when manual shipment documentation is the only labeling alternative available during emergency operations (when hand-written labels are the only alternative). With the exception of a hand-written DD Form 1387, all shipments entering the DTS are required to be marked with an MSL containing 3 of 9 linear bar codes (Code 39) and a 2D PDF417 symbol.
  - (c) Regardless of the cargo, the proper placement of military shipping labels is an essential part of the documentation required for successful redeployment. Units

must ensure shipping labels are accurate and are properly placed on all equipment. Shipping labels contain TCN codes (see Appendix H) and data needed to match labels and equipment. Two identical bar code labels are attached to each piece of equipment cargo. One is attached to the left front of each vehicle and the other on the left side door. For containers, crates, pallets, and loose pieces, the labels are placed on adjacent sides. Incorrect placement of labels may result in incorrect entry of data into the UDL and AIS that will result in untimely and unnecessary delays.

- (d) Passengers will be required to complete a DD Form 1854, US Customs Accompanied Baggage Declaration, Figure 305-3, provided by the carrier of the aircraft and will go through border clearance procedures at the first US port of entry.
- (e) IAW with the DTR Part V, Chapter 503, when transporting war trophies, a DD Form 603, Registration of War Trophy Firearms, Figure 305-4, must be filled out at the marshalling area. Customs Form 4455, Certificate of Registration, Figure 305-5, is required for personal firearms.
- (f) The unit assembly area is where preparing equipment and cargo for transport begins. The success of the redeployment process depends on successful preparation. All equipment needing repair must be fixed before leaving the unit assembly area.
- (g) After the unit has properly prepared all equipment for shipment by sea or air, it is assembled in the SA for further processing. (Units must ensure all hazards are removed from equipment. This includes such things as explosives and ammunition without the proper authority for movement.)
- (h) CDRs must ensure that equipment is cleaned thoroughly, and must pay particular attention to tire treads and wheel wells. Failure to meticulously clean redeploying equipment could result in the introduction of microorganisms or diseases into the US, which could have significant consequences. All equipment will undergo inspection by customs and USDA officials. Cargo or equipment that fails to pass inspection will be deemed frustrated and pulled from the line. The deficiency will have to be corrected after which the entire process begins again.
- (i) Unit personnel must secure internal loads to prevent shifting and damage. They weigh and mark all equipment redeploying by air. They also ensure all placards and convoy numbers are in place and prepare and place correct movement documentation on all equipment.

TCN <b>AWS1EAA\$0D00340XX</b>			
			
Equipment Description <b>HELICPR CARGO MH-60K</b>		Serial Number / Package ID 123456789012	
Model <b>12345ASDFG</b>	Bumper Nm <b>HQ-123</b>	ULN 1234567	UIC WS1EAA
From <b>AWA2UC</b> In-the-clear Address 3 Lines Max, 35 Characters Per Line XXXXXXXXXX1XXXXXXXXXX2XXXXXXXXXX3XXXXX		NSN 123456789012345	
Length (in.) 12345		TAC YZZZ	
Piece <b>1</b> Of 1 	Weight (lb.) <b>14000</b>	Width (in.) 12345	Project 9BU
	Cube (ft.) <b>1200</b>	Height (in.) 12345	RDD 999
Ship To / POE <b>DOV</b> In-the-clear Address 5 Lines Max, 35 Characters Per Line Abcdefg Higiklmno Pqrstuv Wxyz Abcdefg Higiklmno Pqrstuv Wxyz XXXXXXXXXX1XXXXXXXXXX2XXXXXXXXXX3XXXXX			
POD <b>RMS</b>	MSL / TCMD / Unit Move Information 		
Commodity/SH VD			
<b>W44TYH</b> 			
Ultimate Consignee / Mark For Consignee Ultimate / Mark For Consignee Address 5 Lines Max, 35 Characters Per Line Abcdefg Higiklmno Pqrstuv Wxyz Abcdefg Higiklmno Pqrstuv Wxyz XXXXXXXXXX1XXXXXXXXXX2XXXXXXXXXX3XXXXX			

**Figure 305-1. Military Shipping Label, Unit Move**

MILITARY SHIPMENT LABEL		Form Approved. OMB No. 0704-0188
1. TRANSPORTATION CONTROL NUMBER		2. POSTAGE DATA
3. FROM		4. TYPE SERVICE
5. SHIP TO/POE		6. TRANS PRIORITY
7. POD		8. PROJECT
9. ULTIMATE CONSIGNEE OR MARK FOR	10. WT. <i>(This piece)</i>	11. RDD
	12. CUBE <i>(This piece)</i>	13. CHARGES
	14. DATE SHIPPED	15. FMS CASE NUMBER
	16. PIECE NUMBER	
	17. TOTAL PIECES	

DD FORM 1387, JUL 1999

PREVIOUS EDITION IS OBSOLETE.

**Figure 305-2. DD Form 1387, Military Shipment Label**

US CUSTOMS ACCOMPANIED BAGGAGE DECLARATION					
DATA REQUIRED BY THE PRIVACY ACT OF 1974					
<b>AUTHORITY:</b> 19 U.S.C. 1498 <b>PRINCIPAL PURPOSE:</b> To declare shipments of household goods, unaccompanied baggage, and privately owned vehicles for which free entry is claimed. Section A - Owner customs declaration for type of shipment and reason for shipment. Section B - Military Customs Inspector certifies that property has been inspected/examined and provides customs inspector's stamp. <b>ROUTINE USES:</b> (1) Use of your Social Security Number is proof of identification that person processing through Customs is not an impostor and also assist in criminal prosecution if contraband or undeclared articles, for which Customs fees are due, are found in shipment. (2) Origin transportation officer and military customs inspector retain copies as proof that shipment has been properly processed. Copies are destroyed when no longer required. <b>DISCLOSURE:</b> DISCLOSURE OF YOUR SSN IS VOLUNTARY. HOWEVER, FAILURE TO PROVIDE YOUR SSN AND OTHER REQUESTED PERSONAL INFORMATION MAY CAUSE DELAY IN PROCESSING THROUGH CUSTOMS, PENDING POSITIVE IDENTIFICATION.					
1. FLIGHT NUMBER OR VESSEL NAME		2. PLACE OF ARRIVAL, US		4. NO. OF PIECES OF BAGGAGE	
		3. DATE OF ARRIVAL (Day, Month, Year)		CHECKED	
				HANDCARRIED	
				0	
				TOTAL	
5. NAME (Last, first, middle initial)		6. GRADE/RANK		7. SOCIAL SECURITY NUMBER	
8. UNIT ADDRESS OVERSEAS (Include APO number)		9. ADDRESS IN US (Include ZIP Code)			
10. PERSON(S) ON THIS DECLARATION (Check applicable boxes) <input type="checkbox"/> MILITARY <input type="checkbox"/> MILITARY DEPENDENTS <input type="checkbox"/> CIVILIAN <input type="checkbox"/> CREW MEMBER		11. TOTAL NUMBER OF PERSONS COVERED BY DECLARATION			
STATUS FOR RETURN (Check one box in either A or B)					
<b>a. EXTENDED DUTY PCS PERSONNEL AND OTHERS ENTITLED TO PL 89-436</b> <input type="checkbox"/> COMPLETED ASSIGNMENT - 140 DAYS OR MORE <input type="checkbox"/> COMPLETED ASSIGNMENT - LESS THAN 140 DAYS <input type="checkbox"/> OTHER <small>Complete items 13, 15 and 16 only. See instruction 2 on reverse before completing item 15. Also, a copy of your orders.</small>			<b>b. LEAVE, TDY AND TOURIST PERSONNEL ONLY</b> <input type="checkbox"/> LEAVE <input type="checkbox"/> TDY <input type="checkbox"/> TOURIST <small>Complete items 14, 15 and 16 only. See instructions 3 and 4 on reverse before completing item 15.</small>		
13. DATE OVERSEAS TOUR WHICH I AM NOW COMPLETING BEGAN			14. DATE OF LAST EXEMPTION UPON ENTERING THE UNITED STATES FROM A FOREIGN COUNTRY (Day, Month, Year)		
15. COMPLETED BY DECLARANT			18. FOR CUSTOMS USE ONLY		
DESCRIPTION OF ARTICLES <small>(See instruction 2, 3, or 4 on reverse)</small>		VALUE OR COST	TARIFF DESCRIPTION	RATE	DUTY
					IR TAX
TOTAL VALUE		0	TOTALS		0   0
16. ARE YOU OR ANYONE IN YOUR PARTY CARRYING OVER \$5000.00 IN COIN, CURRENCY, OR MONETARY INSTRUMENTS?  <input type="checkbox"/> YES <input type="checkbox"/> NO			19. DUTY COLLECTED \$		
17. DECLARATION: I declare that the above list of items includes all items which I (we) have acquired abroad and is in my possession.  SIGNATURE OF DECLARANT AND DATE			20. INTERNAL REVENUE TAX COLLECTED \$		
			21. TOTAL DUTY AND IRT COLLECTED \$		
			22. CUSTOMS RECEIPT (CF 5104) NUMBER		
			23. CUSTOMS INSPECTOR'S SIGNATURE AND DATE		

DD Form 1854, APR 77

REPLACES DD FORM 1854, 1 OCT 72, AND DD FORM 1854 (PAS) 26 SEP 75, WHICH ARE OBSOLETE.

Figure 305-3. DD Form 1854, US Customs Accompanied Baggage Declaration

REGISTRATION OF WAR TROPHY FIREARM		
The original of this registration form will be retained by the person authorized possession. This registration is not transferable.		
1. THEATER		
2. NAME OF OWNER <i>(Last name, first name, middle initial)</i>	3. SERVICE NO./SSAN	4. GRADE
5. ORGANIZATION		
6. PERMANENT HOME ADDRESS <i>(Street, City, State and ZIP Code)</i>		
7. DESCRIPTION OF FIREARM		
a. MAKE	b. TYPE <i>(Rifle, pistol, shotgun, etc.)</i>	c. MODEL
d. SERIAL NUMBER	e. CALIBER	f. COUNTRY OF MANUFACTURE
8. DATE	9. TYPED NAME, GRADE, AND ORGANIZATION OF EXECUTING OFFICER	
10. STATION	11. SIGNATURE OF EXECUTING OFFICER	

DD FORM 603, OCT 51 (EG)

USAPPC V1.00

**Figure 305-4. DD Form 603, Registration of War Trophy Firearm**



DEPARTMENT OF THE TREASURY  
UNITED STATES CUSTOMS SERVICE

**CERTIFICATE OF REGISTRATION**

Form Approved. OMB No. 1515-0014

19 CFR 10.8, 10.9, 10.68,  
148.1, 148.8, 148.32, 148.37

(NOTE: Number of copies to be submitted varies with type of transaction.  
Inquire at Port Director's office as to number of copies required.)

NO.

VIA (Carrier)

B/L or INSURED NO.	
--------------------	--

DATE \_\_\_\_\_

NAME, ADDRESS, AND ZIP CODE TO WHICH CERTIFIED FORM IS TO BE MAILED (If Applicable)

ARTICLES EXPORTED FOR:

☐ ALTERATION\*

☐ PROCESSING\*

 REPAIR\*

☐ OTHER, (specify) \_\_\_\_\_☐ USE ABROAD☐ REPLACEMENT

**\* NOTE:** The cost or value of alterations, repairs, or processing abroad is subject to customs duty.

LIST ARTICLES EXPORTED

Number Packages	Kind of Packages	Description

SIGNATURE OF OWNER OR AGENT (Print or Type and Sign)

DATE \_\_\_\_\_

The Above-Described Articles Were:

EXAMINED

LADEN under my supervision

DATE \_\_\_\_\_

PORT
------

DATE
------

PORT
------

SIGNATURE OF CUSTOMS OFFICER

SIGNATURE OF CUSTOMS OFFICER

**CERTIFICATE ON RETURN**

Duty-free entry is claimed for the described articles as having been exported without benefit of drawback and are returned unchanged except as noted: (use reverse if needed)

SIGNATURE OF IMPORTER (Print or Type and Sign)

DATE \_\_\_\_\_

**NOTE: Certifying officers shall draw lines through all unused spaces with ink or indelible pencil.**

**PAPERWORK REDUCTION ACT NOTICE:** The Paperwork Reduction Act of 1980 says we must tell you why we are collecting this information, how we will use it, and whether you have to give it to us. The information that we ask for is needed to help us carry out the Customs Service laws of the United States. We need the information to ensure that importers/exporters are complying with these laws in claiming duty free entry for exported articles which are then returned into the United States. Your response is mandatory and to your benefit.

**Customs Form 4455 (090298)**

**Figure 305-5. CF 4455, Certificate of Registration**

- (j) All vehicles and major equipment must be marked with a DD Form 1750, Packing List, Figure 305-6/DA Form 5748-R, Shipment Unit Packing List and Load Diagram, Figure 305-7, in six copies if a vehicle has containerized internal loads, and a special handling data certification.

**Note:** DA Form 5748-R is an authorized substitute document for DD Form 1750. Refer to 49 CFR and AFMAN 24-204(I)/TM 38-250/MCO P4030.19H/NAVSUP Pub 505/DLAI 4145.3 for more information.

- (k) In addition to customs acceptance of equipment, customs inspectors at the POE inspect personnel and baggage documentation. The aircraft CDR must complete a Customs Form 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health, Figure 305-8.
- (l) Units must ensure that their vehicles and equipment have stenciled on them, in two-inch letters, the Unit Identification Code and Shipment Unit Number for vehicles, QUADCONs, or pallets. Cross-leveling will be completed at the TAA. Here all equipment is checked for proper packing/securing of internal loads, for correct documentation and seals, for removal of all ordnance, for serviceable lifting shackles on all vehicles, for correct fuel levels, and for such maintenance and safety concerns as properly operating lights, brakes, and correct fluid levels. Equipment will also be checked for proper marking and weighing data, placement of placard and warning signs, shipping labels, and proper documentation of vehicles and equipment, pallets, crates, MILVANs, SEAVANs, QUADCONs, and accompanied baggage.
- (m) Individual personnel not moving under a TPFDD ULN may be coordinated for movement by their parent unit through a DDOC representative based on supported CDR guidance. Individual redeploying personnel remain under the administrative/logistical control of the parent unit until redeployed. In all cases, the primary method of redeployment is based upon the TPFDD process, identified by ULN. Other methods of deploying cargo and personnel not scheduled for redeployment with the main body will be done through established procedures by requesting additional ULN allocation through the JOPES procedures or on an exception basis by signing over cargo for later strategic lift with units moving to the same destination.
- (n) The unit is responsible for actions at and in support of the redeployment. This includes completing all supply actions, identifying redeploying assets by mode, and preparing cargo for movement. The UDL is updated for redeployment.
- (o) The TA is responsible for movement of forces into the SA and actions at and in support of the SA. This includes all predeployment preparation not conducted in the TAA, final changes to the UDL, and final unit predeployment equipment preparation. A final sterile area may be required by the theater. The redeployment order will specify if and how a sterile area will be used. The sterile area is a location near the POE for controlled holding of customs-cleared cargo. The TMCA will call units forward from the sterile area.



SHIPMENT UNIT PACKING LIST AND LOAD DIAGRAM For use of this form, see FM 55-65; the proponent agency is TRADOC				PAGE OF	
1. DEPLOYING UNIT		2. UIC OR BUMPER NO.		3. TCN OR SEAL NUMBER	
4. SHIPMENT UNIT DESCRIPTION				5. DATE PACKED	
6. LENGTH	7. WIDTH	8. HEIGHT	12. LOCATION OF CG		
9. CUBE	10. EMPTY WEIGHT	11. LOADED WEIGHT			
<b>13. PACKING LIST</b>					
CARGO LOC. NO. <i>a</i>	CONTENTS (Description and Nomenclature) <i>b</i>	TYPE PKG. <i>c</i>	PKG. QTY. <i>d</i>	PKG. WEIGHT. <i>e</i>	TOTAL PKG. WEIGHT. <i>f</i>
<b>14. CERTIFICATION.</b> <i>This certifies that items listed hereon are contained within the specified packages.</i>					
<i>a.</i> TYPED NAME		<i>b.</i> GRADE	<i>c.</i> TITLE		
<i>d.</i> SIGNATURE				<i>e.</i> DATE	
DA FORM 5748-R, MAR 89					
USAPPC V1.00					

**Figure 305-7. DA Form 5748-R, Shipment Unit Packing List and Load Diagram**

<div>15. LOAD DIAGRAM <i>(Sketch cargo storage in space below)</i></div> <div></div>
<div>16. REMARKS</div> <div></div>
<div>REVERSE OF DA FORM 5748-R, MAR 89</div>

**Figure 305-7. DA Form 5748-R, Shipment Unit Packing List and Load Diagram (Cont'd)**

Form Approved  
O.M.B. No. 1515-0002  
See back of form for Paper-  
work Reduction Act Notice.

**Figure 305-8. Customs Form 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health**

- (p) The marshalling area is the final site en route for redeployment in which the unit has responsibility for unit equipment. This site is outside the APOE or SPOE to help control congestion and confusion as well as to provide adequate space for sorting equipment and personnel. Depending on available space at the port, it may be the same location as the SA. All external equipment surfaces are cleaned and inspected by customs and all cargo, vehicles, and equipment are placed in chocks for onward movement. Once equipment is placed at the marshalling area, drivers can return to their parent units and HN assets can be turned in.
- (q) The next processing area is the SA SPOE and the alert holding area for the APOE. This equipment is jointly inspected at these site. Port personnel inspect equipment being shipped by vessel, and personnel and DACG inspect equipment going by air. Following inspection, the port CDR or the DACG assumes control. Customs personnel conduct a final inspection of equipment prior to loading at the POEs. Port or airfield personnel position equipment for upload onto vessels or aircraft. The equipment and personnel are then placed in sterile areas and not permitted to depart.

**Note:** It is possible that unit personnel may be required to assist in the loading process. If this should occur, unit personnel will follow the instructions of the Officer in Charge/Noncommissioned Officer in Charge of the port or airfield operation.

- (r) At the APOE, the call forward area requires JI. After the JIs have been completed, unit equipment will be marshaled to the ready line and chocked for aircraft loading. As the equipment is called forward and loaded onto the aircraft, the Air Force assumes responsibility for unit equipment.
  - 1 At the SPOE, the port CDR will assume responsibility for unit equipment at the SA. Personnel and cargo manifests are reviewed for accuracy and corrections are made.
  - 2 After loading onto strategic lift, unit equipment and cargo responsibility is transferred from the port CDR to the vessel master or from the unit CDR to the aircraft CDR.
- p. CONUS POD Operations. CBP and USDA inspectors check, approve, and issue customs and agriculture clearances. Personnel and equipment manifests are received. Stevedores or TALCE personnel then process the inbound shipment and clear the POD. The port SA is the initial CONUS off-load site. Equipment may be held pending onward movement. From the port SA, unit representatives will assume responsibility for unit equipment and move it to a unit marshalling area. Unit personnel reconfigure equipment for continued movement to the supporting installation or Home Station (HS). UMOs are responsible for coordinating the return of all personnel and equipment with the supporting TO for movement back to demobilization stations, equipment concentration sites, or HS. This includes preparing convoy clearances and obtaining approval for throughput to HS. Vehicle maintenance teams will prepare vehicles for convoys. Rail or commercial highway representatives will be on hand while the PSA uploads equipment for commercial transport.

## **B. REDEPLOYMENT CONSIDERATIONS**

1. Additional considerations for redeployment include, but are not limited to the following:
  - a. Agricultural wash down and customs requirements.
  - b. Return of unused sustainment cargo and supplies.
  - c. Inspection of personnel and containers to locate contraband, including unauthorized weapons, ammunition, and war souvenirs.
  - d. Mission requirements directed while en route, e.g., maintaining tactical capability during redeployment.

Units must indicate that vehicle or container contents are sensitive by a shipment unit packing list to the first TO in the chain. Once the unit alerts the TO of the sensitive shipment, the TO can initiate the DD Form 1907, Signature and Tally Record, Figure 305-9, and assign the proper commodity code. This will also ensure that the CONUS TO will sign the DD Form 1907 and order Transportation Protective Service for onward movement.



SIGNATURE AND TALLY RECORD (See DoD 4500.9-R for guidance) (Use of equivalent carrier-furnished signature and tally record is acceptable.)		Form Approved OMB No. 0702-0027 Expires Jan 31, 2006		
<p>The public reporting burden for this collection of information is estimated to average 3 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0702-0027), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.</p> <p><b>PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ADDRESS. RETURN COMPLETED FORM AS DIRECTED IN THE DISTRIBUTION INSTRUCTIONS BELOW.</b></p>				
<b>DISTRIBUTION INSTRUCTIONS</b>				
<p>(1) The SHIPPER will print two copies, retain one copy and give one to the Origin Carrier.  (2) The ORIGIN CARRIER will deliver one copy with original signatures to the Destination Carrier.  (3) The DESTINATION CARRIER will attach one copy (reflecting all original signatures) and Standard Form 1113, Public Voucher for Transportation Charges, to the original Government Bill of Lading and forward for payment. Reproduced completed copy of DD Form 1907 will be delivered to the Consignee and one will be retained.  (4) The CONSIGNEE will ensure Destination Carrier surrenders a reproduced copy of completed form with all signatures.</p>				
<b>SECTION I - TO BE COMPLETED BY THE SHIPPER</b>				
1a. SHIPPER NAME		b. ORIGIN		
2. PROTECTIVE SERVICE REQUESTED		3. GBL OR CBL NUMBER		
4a. CONSIGNEE NAME		b. DESTINATION		
5. PERMIT NUMBER (If any)		6. TRANSPORTATION CONTROL NUMBER		
7. ROUTING		8. WEIGHT	9. CUBE	
10. SPECIAL INSTRUCTIONS			11. DATE SHIPMENT TENDERED TO CARRIER (YYYYMMDD)	
12. NAME OF CARRIER			13. NUMBER OF PIECES	
14. TYPE OF PACKAGE(S) (For unsealed loads only) OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS (For sealed loads only)		15. FREIGHT CLASSIFICATION DESCRIPTION		
<b>SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT</b>				
<b>16. CUSTODY RECORD</b>				
PRINT NAME OF PERSON AND COMPANY REPRESENTED a.	STATION INTERCHANGE POINT DESTINATION b.	SIGNATURE OF PERSON ACCEPTING CUSTODY c.	TIME ACCEPTED d.	DATE ACCEPTED (YYYYMMDD) e.

DD FORM 1907, FEB 2003

PREVIOUS EDITION IS OBSOLETE.

Figure 305-9. DD Form 1907, Signature and Tally Record

